

BookletChartTM

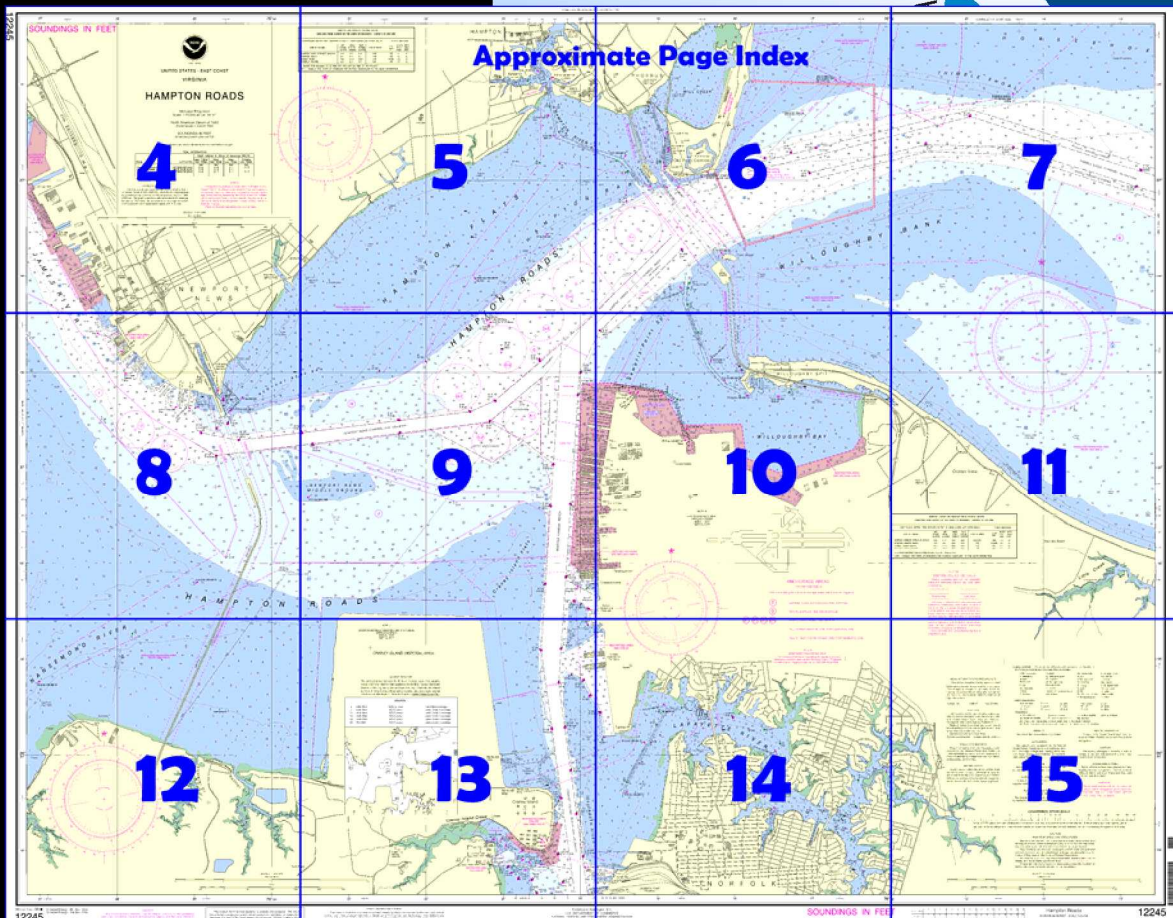
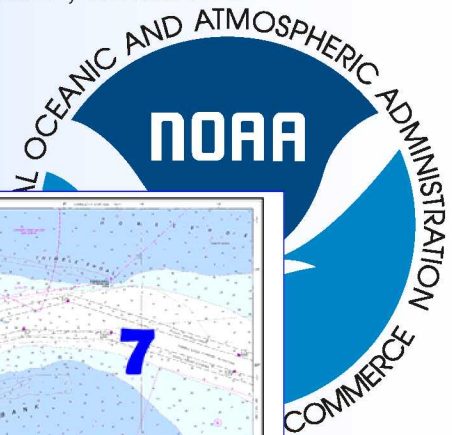
Hampton Roads

(NOAA Chart 12245)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

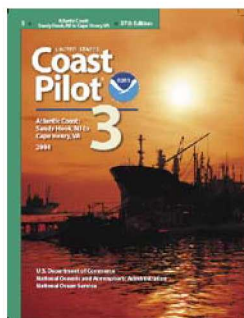
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 3, Chapter 9 excerpts]

(87) **Thimble Shoal Light** (37°00.9'N., 76°14.4'W.), 55 feet above the water, is shown from a red conical tower on a brown cylindrical pier on the eastern edge of the shoal; a fog signal is sounded from the station.

(89) A **bridge-tunnel complex** crosses Chesapeake Bay from Willoughby Spit to Hampton.

(90) **Old Point Comfort**, is the site of historic **Fort Monroe**. The Chamberlin Hotel is an excellent landmark. **Old Point Comfort**

Light (37°00.1'N., 76°18.4'W.), 54 feet above the water, is shown from a white tower. Only Government craft can tie up at the wharf on the south waterfront of Old Point Comfort.

(91) A naval **restricted area** extends eastward and southward of Old Point Comfort, and a **danger zone** of an army firing range extends to seaward from a point 1.5 miles northward of the point.

(92) **Hampton Bar** begins about 200 yards southwestward of Old Point Comfort and extends 2 miles southwestward; depths on the bar are 1 to 5 feet. The bar is marked by two lights and by a buoy and daybeacon along its southern edge.

(93) A dredged channel, marked by a light and daybeacons, leads along the west side of Old Point Comfort to **Phoebus** and has a depth of 12 feet. The wharves have depths of 8 to 12 feet at their outer ends, but are in poor condition. Small craft can anchor in depths of 8 to 20 feet along the sides of the channel. The Fort Monroe yacht piers are on the east side of the channel 0.4 mile above Old Point Comfort.

(94) **Hampton River** is entered by a marked channel through Hampton Bar and Flats to a point just below the highway bridge at Hampton. Federal project depths are 12 feet.

(95) **Sunset Creek** is entered by a marked dredged channel leading westward from the channel in the river and has a federal project of 12 feet.

(96) The commercial wharves at Hampton have depths of 7 to 12 feet at their faces. The public landing 500 yards below the bridge has depths of 8 feet at the face; small boats anchor between the public landing and the bridge. The wharves along Sunset Creek have depths of 4 to 9 feet at their outer ends.

(97) Supplies and fuel are available at Hampton. A yacht club and several marinas have berthing space.

(98) **Jones Creek** has depths of 8 to 11 feet. The bulkheads have depths of 3 to 10 feet alongside and are controlled by the Veterans Hospital on the south and Hampton Institute on the north.

(100) **Newport News Middle Ground Light** (36°56.7 'N., 76°23.5'W.), 52 feet above the water, is shown from a red conical tower on a red cylindrical pier in 15 feet of water near the western end of the shoal; a seasonal fog signal is at the light.

(102) **Newport News Creek** is a city-owned small-boat harbor. In July 2000, the controlling depth was 12.0 feet in the dredged channel to the head of the project, except for a depth of 11.5 feet in the right outside quarter channel edge about 0.18 mile from the channel entrance. Fuel, supplies, and slips are available.

(114) The small-boat openings in the south approach bridge to Hampton Roads Tunnel have clearances of 10 feet.

(115) **Willoughby Bank**, with depths of 3 to 7 feet, extends east-northeastward along the edge of the main channel for about 2.5 miles from Fort Wool.

(116) **Willoughby Bay** has general depths of 7 to 12 feet. A marked channel, 0.4 mile westward of Fort Wool, leads to a small boat harbor behind Willoughby Spit. In August 2000, the midchannel controlling depth was 5.3 feet to Daybeacon 3, thence 10 feet to the harbor. Some supplies, fuel, and berthing are available.

(117) The western and southern part of Willoughby Bay is a **restricted area**. The northern part of the bay is a **small-craft anchorage**.

(122) A **safety zone** is in effect in the Elizabeth River when a naval aircraft carrier transits the river.

(129) **Sewells Point Spit**, covered 3 to 6 feet, extends north-northeastward from the point for 1.4 miles to the outer end of Willoughby Channel.

(130) A channel, marked by lights and daybeacons, extends eastward and southward through Sewells Point Spit for about 1.2 miles to an enclosed boat basin used by small navy boats. In 1988, the channel had a controlling depth of 9½ feet; depths of 7 to 10 feet were available in the basin.

(131) The approach to the naval piers is a **restricted area**.

Table of Selected Chart Notes

NOTE B

HAMPTON ROADS TUNNEL
APPROACH SPANS
HOR CL 45 FT
VERT CL 10 FT

Corrected through NM Aug. 30/08
Corrected through LNM Aug. 26/08

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:20,000 at Lat. 36°57'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RACING BUOYS

Racing buoys within the limits of this chart are not shown herein. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

PLANE COORDINATE GRID

(based on NAD 1927)

The Virginia State Grid (South Zone) is indicated by dashed ticks at 10,000 foot intervals.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Norfolk, VA KHB-37 162.55 Mhz

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE C

MONITOR-MERRIMAC MEMORIAL BRIDGE-TUNNEL
APPROACH SPANS
HOR CL 70 FT
VERT CL 30 FT

NOTE D

EMERGENCY RESTRICTED AREA

For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 201-7653/7652.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.533" northward and 1.204" eastward to agree with this chart.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: ————

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Old Point Comfort	(37°00'N/76°19'W)	2.8	2.6	0.1
Hampton Roads (Sewells Pt)	(36°57'N/76°20'W)	2.8	2.5	0.1
Newport News	(36°58'N/76°26'W)	2.9	2.7	0.1

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(July 2008)

ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
A alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
{1} Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
{2} Rocks that cover and uncover, with heights in feet above datum of soundings.			

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

SOUNDINGS IN FEET



UNITED STATES - EAST COAST
VIRGINIA

HAMPTON ROADS

Mercator Projection
Scale 1:20,000 at Lat. 36°57'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Old Point Comfort	(37°00'N/76°19'W)	feet 2.8	feet 2.6	feet 0.1
Hampton Roads (Sewells Pt)	(36°57'N/76°20'W)	2.8	2.5	0.1
Newport News	(36°58'N/76°28'W)	2.9	2.7	0.1

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HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.533" northward and 1.204" eastward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia. Refer to charted regulation on section numbers.

SCALE 1:20,000

Nautical Miles



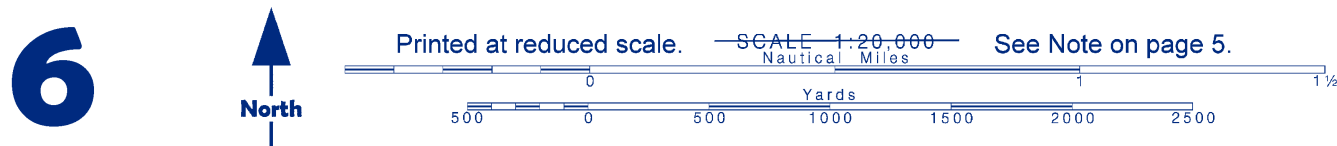
Joins page 8

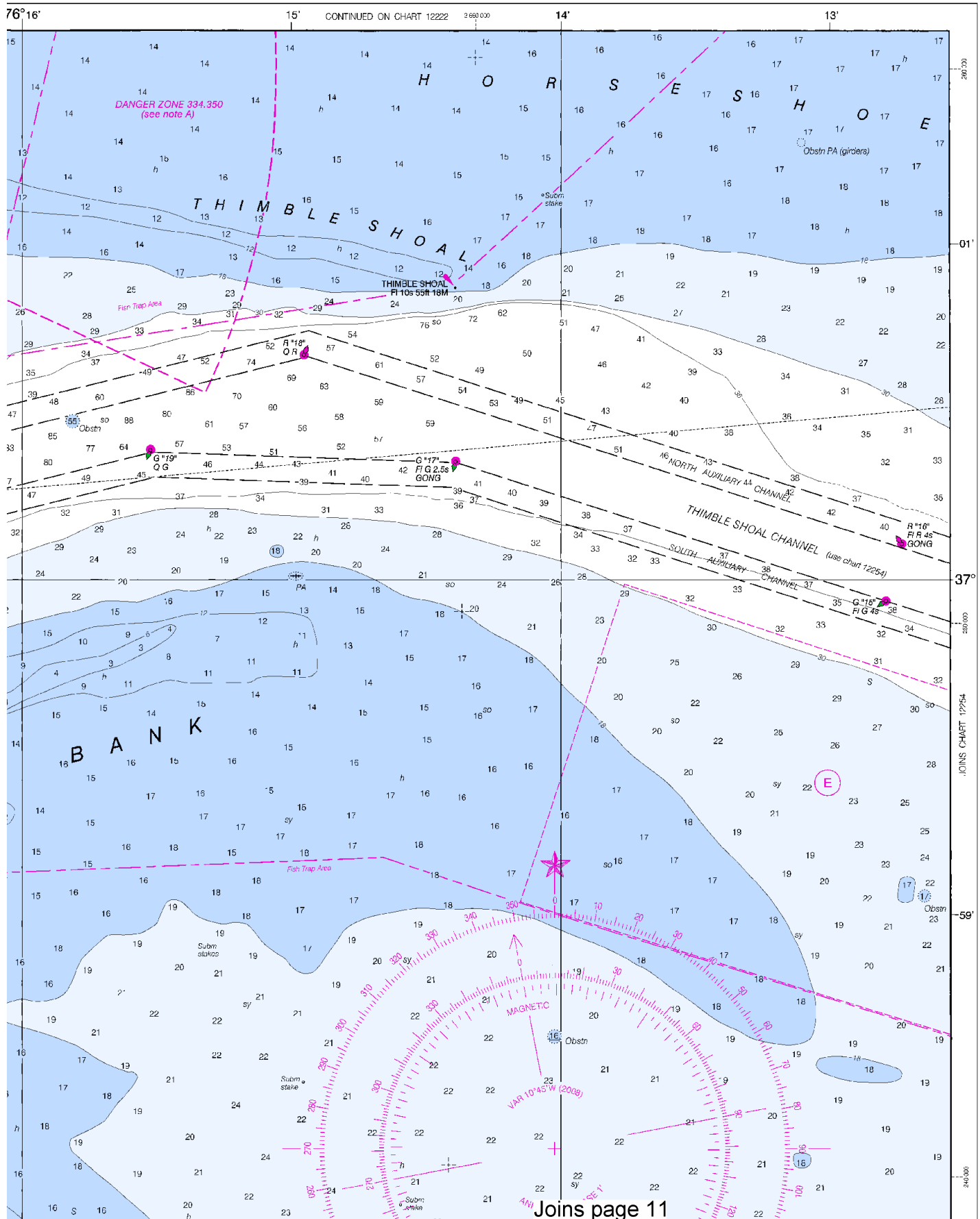
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SCALE 1:20,000
Nautical Miles

See Note on page 5.

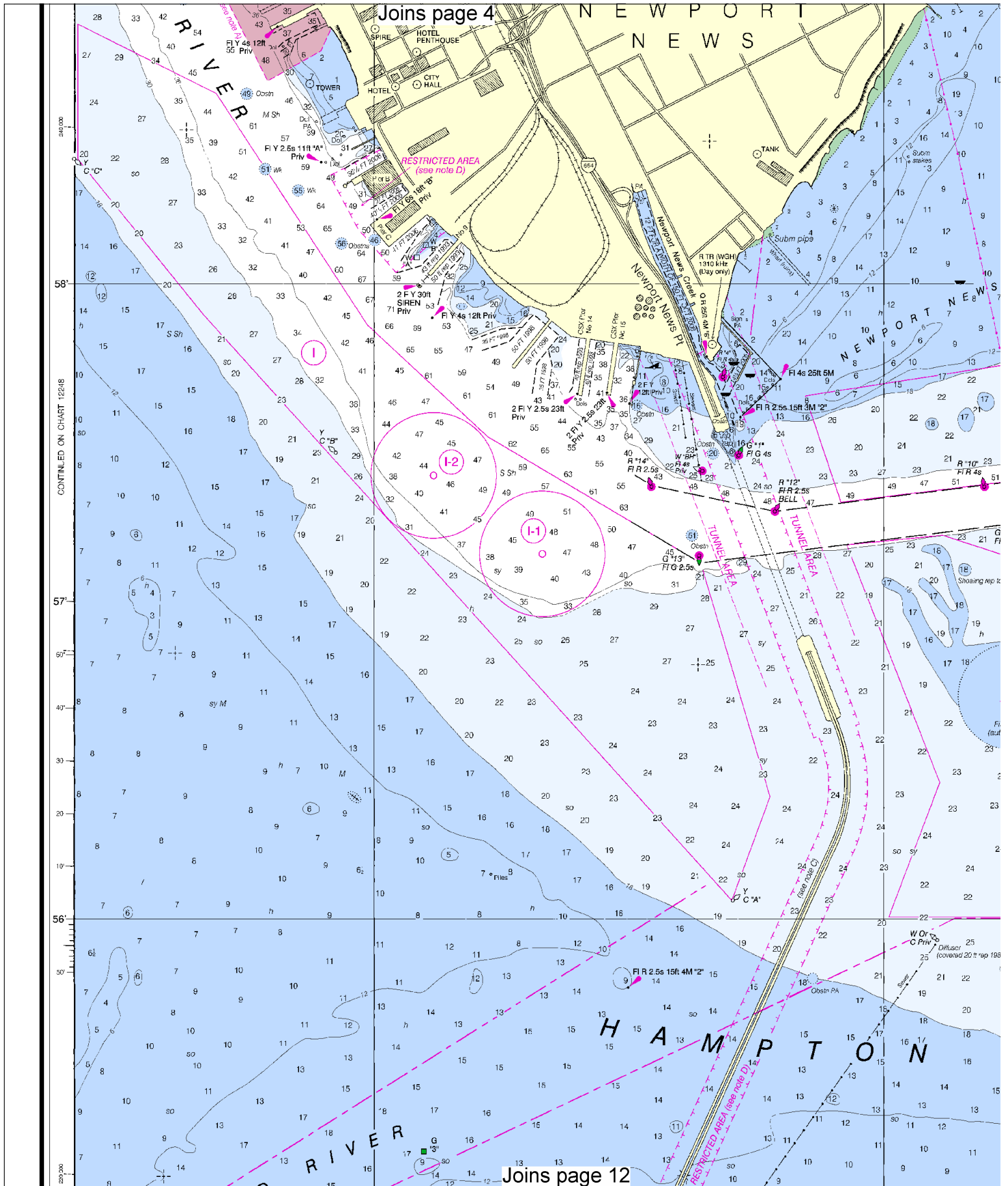






Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0511 2/1/2011,
 NGA Weekly Notice to Mariners: 0711 2/12/2011,
 Canadian Coast Guard Notice to Mariners: n/a .



8



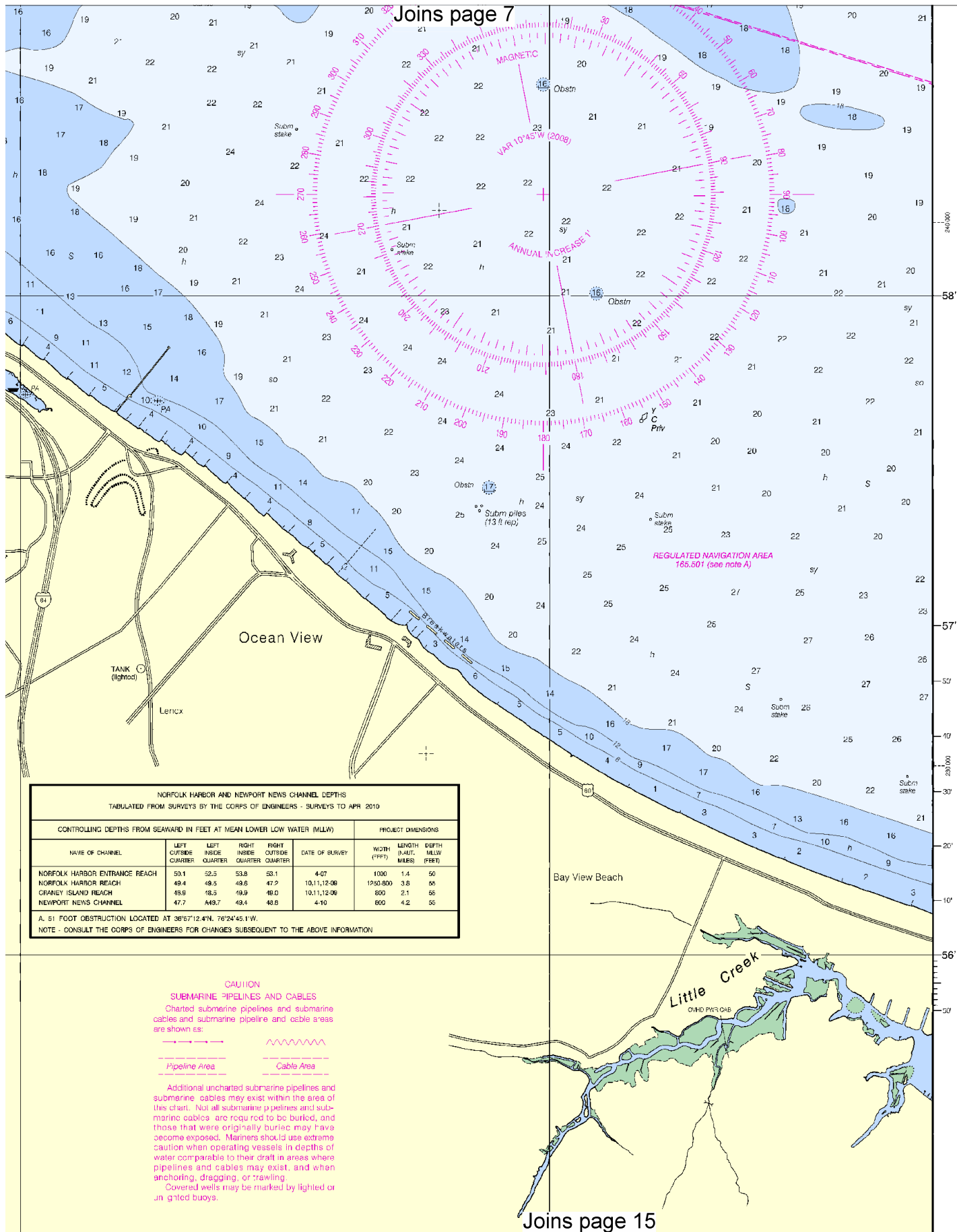
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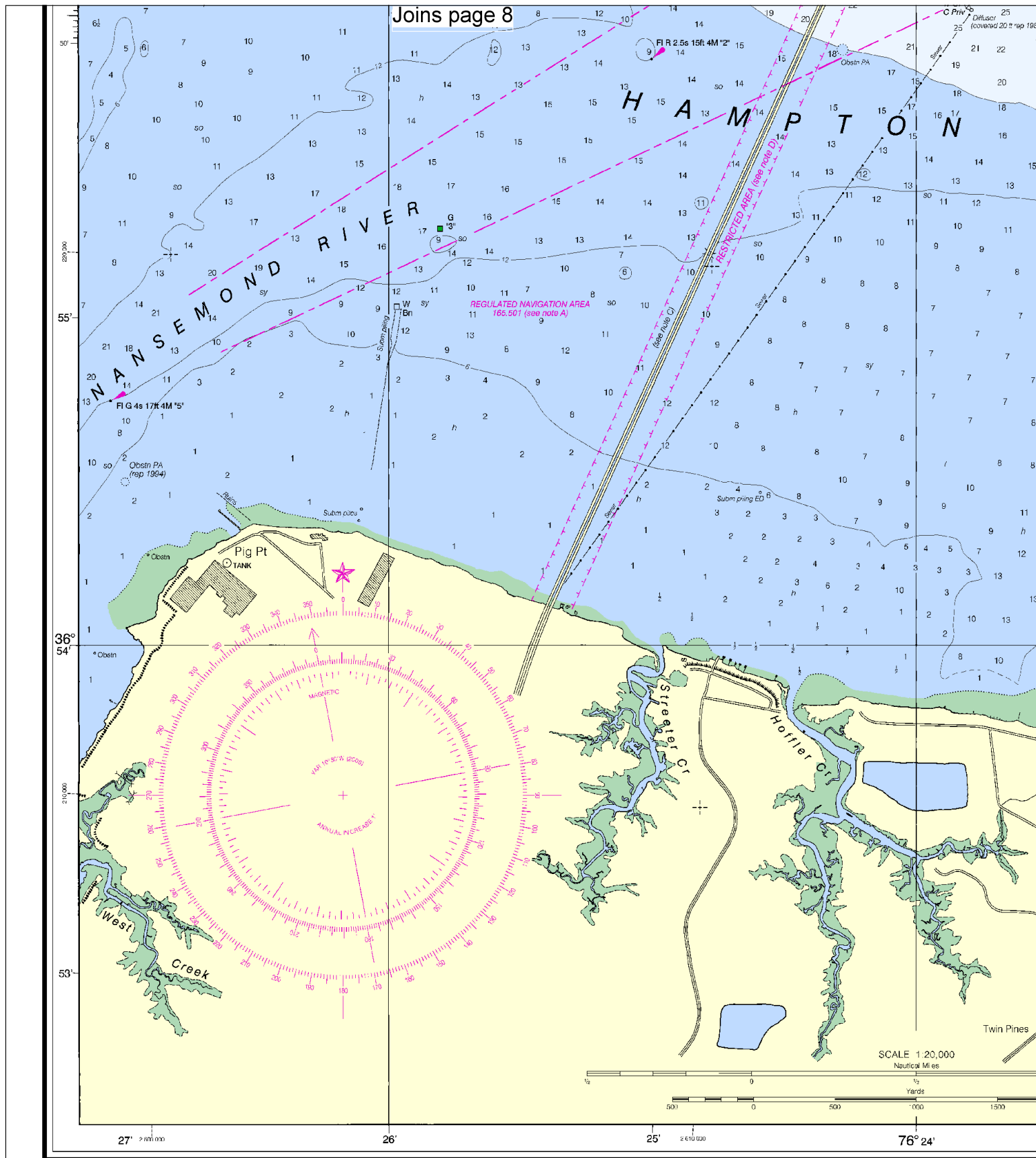
SCALE 1:20,000
Nautical Miles

See Note on page 5.









12



Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



ANCHORAGE AREAS

110.168 (see note A)

Limits and designations of anchorage areas are shown in magenta.

(E)

COMMERCIAL EXPLOSIVES ANCHORAGE

(G)

NAVAL EXPLOSIVES ANCHORAGE

(G-1) (G-2) (G-3) (G-4)

EXPLOSIVES HANDLING BERTH

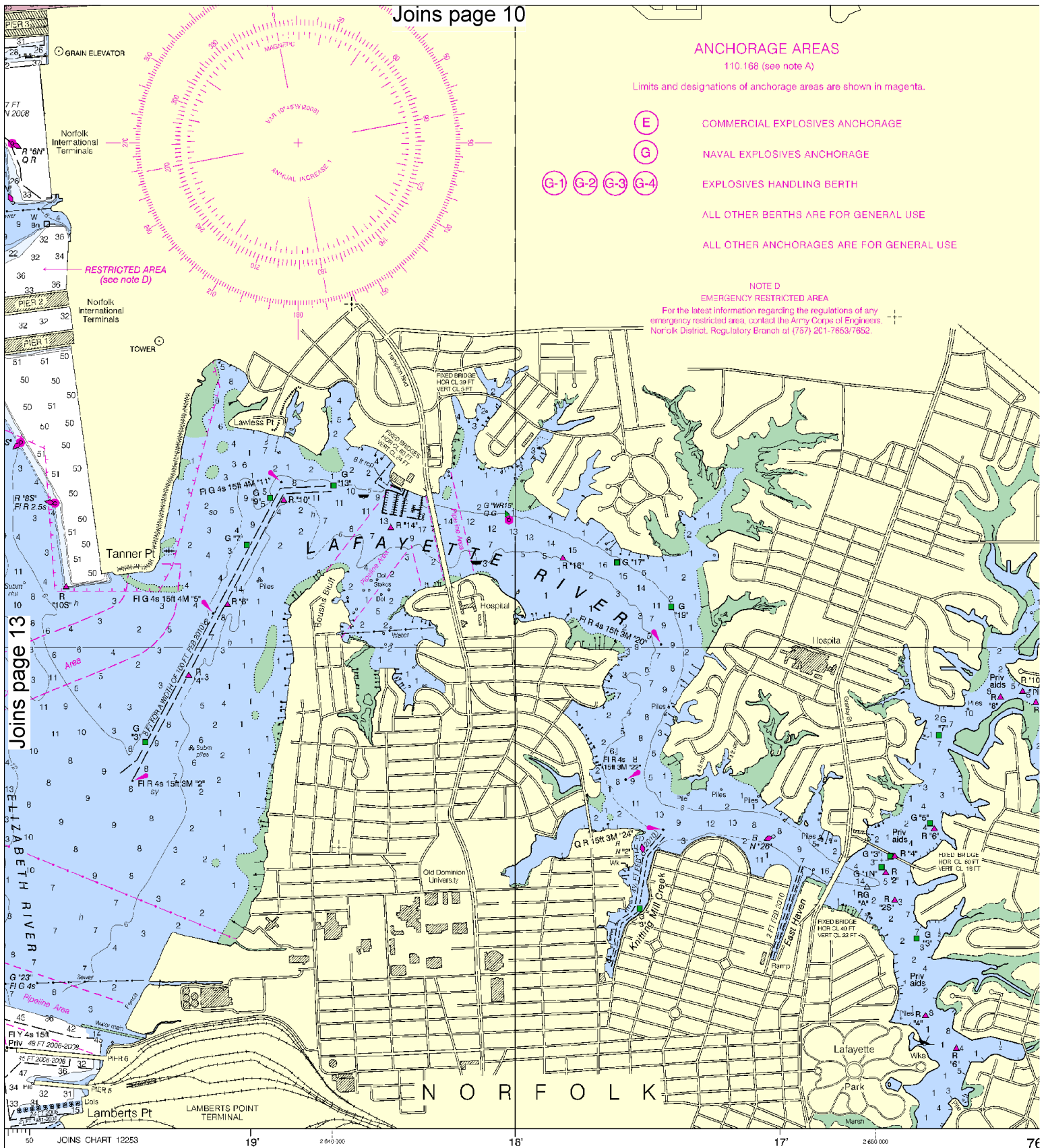
ALL OTHER BERTHS ARE FOR GENERAL USE

ALL OTHER ANCHORAGES ARE FOR GENERAL USE

NOTE D

EMERGENCY RESTRICTED AREA

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at Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. COAST AND GEODETIC SURVEY

SOUNDINGS IN FEET

14



Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or crawling.
Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Norfolk, VA KHB 37 162.55 MHz

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◊ (Approximate location)

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo micro code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Isa isophase	CESC obscured	s seconds
Bn beacon	LT HO lighthouse	Cc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

bls boulders	Co coral	gy gravel
bk broken	G gravel	h hard
Cy clay	Grs grass	M mud

Miscellaneous:

AUTL authorized	Cbsn obstruction	PD position doubtful	Subr submerged
ED existence doubtful	PA position approximate	Rap reported	
(1) Wreck, rock, obstruction, or other swept clear in the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

PLANE COORDINATE GRID

(based on NAD 1927)

The Virginia State Grid (South Zone) is indicated by dashed lines at 10,000 foot intervals.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

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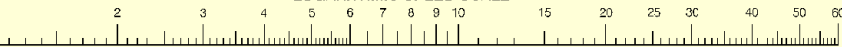
RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

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LOGARITHMIC SPEED SCALE



CAUTION

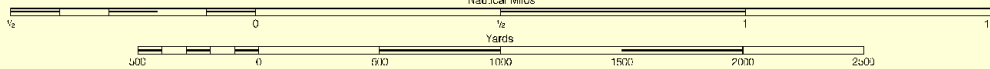
FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent. Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations. Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

SCALE 1:20,000

Nautical Miles

Yards



76° 16'

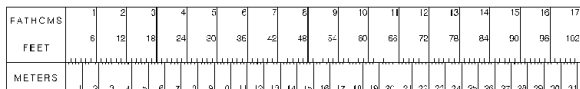
15'

2 880 000

14'

13'

ET



Hampton Roads
SOUNDINGS IN FEET - SCALE 1:20,000

12245

15

67
ED. NO.

NSN 7842014010316
NGA REFERENCE NO. 124HA12245

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Intership safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22 – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78 – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 800-418-7314/410-576-2525

Coast Guard Cape Charles – 757-331-2000

Coast Guard Milford Haven – 804-725-2125/3732

Coast Guard Portsmouth – 757-483-8526/8527

Coast Guard Parramore Beach – 757-787-9526/9527

Virginia Marine Police – 800-541-4646

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes, producing over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Electronic Navigational Charts® (ENCs) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (RNCs) – RNCs are georeferenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts printed in page-sized pieces. The "home edition" can be downloaded from NOAA for free and printed. The "professional edition", containing additional boating, safety, and educational edition is available for NOAA chart agents or over the Internet.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from official NOAA chart agents or downloaded for free at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated each week by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print on Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Chart No. 1, Nautical Chart Symbols – This reference publication depicts basic chart elements and explains nautical chart symbols and abbreviations. Download it for free at: www.NauticalCharts.NOAA.gov.

Coast Survey Navigation Managers – These ambassadors to the maritime community maintain a regional presence for NOAA and help identify the challenges facing marine transportation and boating. They are listed at <http://nauticalcharts.noaa.gov/nsd/rep.htm>.

Internet sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.



NOAA, the Nation's Chartmaker